1:Redfield E-5 (1926-1927) 1930
NU37 Tepoztlan NU37

CHAPTER VIII

THE DIVISION OF LABOR

Not only does Tepoztlán maintain itself almost entirely by farming, but nearly every Tepoztecan is a farmer. Most families have at least a small *milpa* in which the men are active during the seasons of sowing and of harvesting. Only the teacher, perhaps, and a few of the artisans and merchants have so specialized their functions as to remain no longer at least in part agriculturalists. Although most of the rural population of Mexico was, until recent agrarian reforms, landless, most of the people of Tepoztlán have for a very long time tilled their own fields.

As with many other communities of peasants or of primitive peoples, therefore, specialization of function has not proceeded so far but that nearly everyone practices the fundamental techniques of maintenance. Agriculture remains as a sort of occupational common denominator. During the harvest season the carpenters leave their benches; some of the merchants close their shops; even the messenger who goes to the railroad for the mail[1] delegates his duties to a boy while he gathers his own harvest, or assists in bringing in the harvest of neighbors.

[1] Daily mail delivery (by carrier) to Tepoztlán was inaugurated in September, 1926. Before that, letters for Tepoztlán were held at El Parque, the nearest railway station.

2:Lewis E-5 (1943-1948)1951 NU37 Tepoztlan NU37

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Fig. 11. Tepoztlán, showing streets, plaza, and barrio chapels.

363 numbered, but not in any systematic manner. Street names and house numbers [103] are not used by the local population nor do they appear on letters addressed to the [205] villagers from the outside. Since mail remains in the post office until called for, this does not present a problem.

393 At night the village appears even less sophisticated than during the day because of the lack of public street lighting. When there is no moon it is difficult, even dangerous, to walk through the rough streets without a flashlight or candle. Nor-
512 mally only young men venture out at night. Most people retire early, and the streets are dark and quiet. During the day the village also tends to be quiet, but many sounds can be heard: voices from within the houses, children crying or playing, housewives slapping tortillas into shape, people and animals walking over the stones, church bells, buses honking and racing loudly along the main thoroughfare, and an occasional lone peddler crying his wares. At night the only sounds

2:Lewis E-5 (1943-1948) 1951 NU37 Tepoztlan NU37

MEANS OF COMMUNICATION

Tepoztlán has relatively good means of communication. It has a railroad, a modern highway, bus service, mail service, and one telephone. As we have seen earlier, the railroad was built about 1900. The building of the railroad was particularly significant, for it encouraged the commercial exploitation of certain natural resources on a scale formerly impossible. The railroad is used primarily for the transportation of wood and charcoal to Mexico City.

In 1936 the asphalt road connecting Tepoztlán with the Mexico City–Cuernavaca Highway was completed, and shortly thereafter a bus cooperative was organized.[40] The line was successful and expanded. At present there are two bus lines to Cuernavaca, both owned and operated by Tepoztecans and in bitter competition with each other. In 1944 each line operated four buses which ran every hour from seven in the morning to seven at night, seven days a week. The round-trip fare to Cuernavaca was 90 centavos. Both lines carried more than 1,600 Tepoztecan passengers to Cuernavaca and back each week. Four days a week there was an average of 175 passengers. On Tuesdays and Thursdays, the market days in Cuernavaca, there was an average of 300 a day, and 300 to 400 on Sundays.

Before the construction of the road, communication between Tepoztlán and surrounding regions was primarily by burro and by foot. The most frequent trading and social contacts were with Yautepec, about three hours' distance, and with Cuernavaca, about four hours' distance. Since the road has been built it takes about forty-five minutes to Cuernavaca by bus and about twenty minutes by private car. Since the coming of the road, Cuernavaca has replaced Yautepec in importance. This shift is significant because the greater cultural sophistication of Cuernavaca has accelerated the rate of change in Tepoztlán. The road has had many other far-reaching effects which will be discussed later.

Tepoztlán has had mail service since 1926, and mail is delivered daily. Redfield reported in 1926 that there was an average of about twelve letters a day, most of which were for families living in the center. In 1944 there were about thirty letters daily. This increase was relatively small considering the great increase in literacy, trade, and population.

Tepoztlán has had a telephone and telegraph since before the Revolution, but the lines have rarely functioned. In the early thirties the telephone was repaired, but there is little occasion for its use, except for official business. The bus lines have changed this situation somewhat, for the bus line officials have more frequent occasion to communicate with Cuernavaca.

[40] The first bus line was established by a man from Cuernavaca but it was soon taken over by Tepoztecans.